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GOALS, OBJECTIVES, &
PERFORMANCE MEASURES

Chapter 2 - Goals, Objectives, & Performance Measures

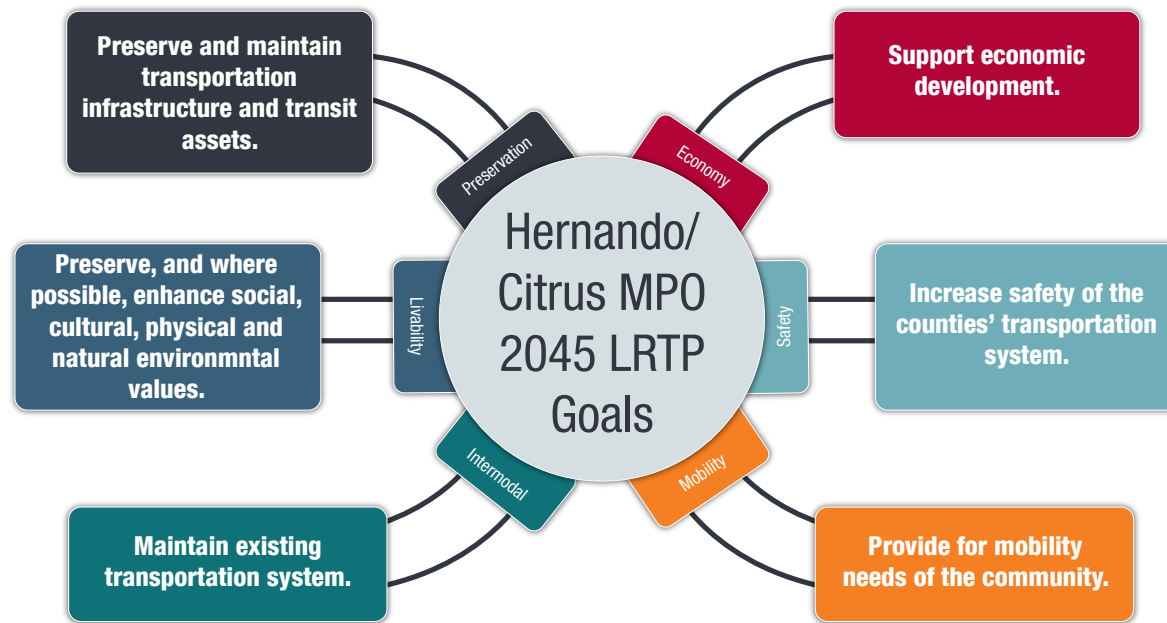
This chapter describes how the transportation network and systems of Hernando and Citrus Counties will be maintained, enhanced, and grown. In compliance with federal and state regulations, the Hernando/Citrus MPO establishes a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment currently and for the future. The Hernando/Citrus MPO established these goals, objectives, and performance measures consistent with the guidance and requirements of the FAST-Act (current federal transportation planning requirements and the Florida Transportation Plan).

This Chapter is divided into the following sections:

- Hernando/Citrus MPO Transportation Goals, Objectives, and Performance Measures
- Development of the Goals, Objectives, and Performance Measures
- Hernando/Citrus MPO Performance Targets

Hernando/Citrus MPO Transportation Goals, Objectives, and Performance Measures

Goals and objectives that reflect the counties' visions were developed early in the planning process. The goals are shown in the figure below.



A matrix showing consistency between the LRTP Goals and the eight planning factors from the FAST Act is shown in **Table 2-1**. Additionally, a matrix showing consistency between the LRTP Goals and the eight planning factors from the FTP is shown in **Table 2-2**.

Table 2-1: Hernando/Citrus 2045 L RTP Goals and FAST Act Planning Factors Comparison

FAST Act Goals	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration/Connectivity	System Management & Operation	System Preservation
Economy Support economic development	✓		✓	✓	✓	✓	✓	
Safety Increase safety of the counties' transportation system	✓	✓	✓	✓	✓		✓	
Mobility Provide for mobility needs of the community	✓	✓	✓		✓	✓	✓	
Intermodal Maintain existing transportation system	✓	✓	✓	✓	✓	✓	✓	✓
Livability Preserve, and where possible, enhance social, cultural, physical and natural environmental values	✓	✓	✓	✓	✓	✓	✓	
System Preservation Preserve and maintain transportation infrastructure and transit assets	✓	✓	✓	✓	✓	✓	✓	✓

Table 2-2: Hernando/Citrus 2045 LRTP Goals and Florida Transportation Plan Goals Comparison

Florida Transportation Plan Goals	Economic Vitality	Safety	Security	Movement of People & Freight	Environment and Quality of Life	Integration/Connectivity	System Management & Operation	System Preservation
Economy Support economic development	✓		✓	✓	✓	✓	✓	
Safety Increase safety of the counties' transportation system	✓	✓	✓	✓	✓		✓	
Mobility Provide for mobility needs of the community	✓	✓	✓		✓	✓	✓	
Intermodal Maintain existing transportation system	✓	✓	✓	✓	✓	✓	✓	✓
Livability Preserve, and where possible, enhance social, cultural, physical and natural environmental values	✓	✓	✓	✓	✓	✓	✓	
System Preservation Preserve and maintain transportation infrastructure and transit assets	✓	✓	✓	✓	✓	✓	✓	✓

Development of the Goals, Objectives, and Performance Measures

The Hernando/Citrus MPO Goals, Objectives, and Performance Measures were developed based on federal, state, and local guidance. This section highlights the requirements and guidance used to develop the Goals, Objectives, and Performance for the 2045 Long Range Transportation Plan.

Fixing America's Surface Transportation (FAST) Act

Signed into law by President Obama on December 4, 2015, the Fixing America's Surface Transportation (FAST) Act (Public Law No. 114-94), provides support and enhancement to the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act is the first federal law to provide long-term funding to infrastructure planning and investment for surface transportation since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005.

The FAST Act supports MAP-21 by continuing to create a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. The 2045 LRTP has been developed to ensure compliance with the requirements of the FAST Act and includes a performance-based approach to the transportation decision-making process.

The FAST Act has established specific planning factors that call for the recognition and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2045 LRTP and include:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase **accessibility and mobility** of people and freight.
5. Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient system management** and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve the **resiliency and reliability** of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance **travel and tourism**.

The FAST Act prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. FAST Act directly impact the Hernando/Citrus MPO and the planning activities of the agency. As such, the MPO is required to coordinate with state and public transportation providers to establish targets to continue to develop and assess a focused, performance-based multimodal transportation system. In the development and assessment, Hernando/Citrus MPO must:

- describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the Long Range Transportation Plan (LRTP), and
- develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements.

Performance-Based Planning – Federal Highway Administration

The U.S. Secretary of Transportation established criteria for the evaluation of the new performance-based planning processes. This included the identification of specific performance measures that all states and each MPO must evaluate. The process required the Florida Department of Transportation (FDOT) to develop appropriate performance targets for these measures and to monitor the progress made toward achieving the targets. This also requires MPOs in the State of Florida to either accept and support FDOT's performance targets or establish, formally adopt, and monitor their own performance targets. FDOT will provide performance data to MPOs if they adopt the state targets. MPOs who adopt other targets will be responsible for the associated performance evaluation for those targets.

Florida Department of Transportation (FDOT) Performance Targets

Listed below are the performance measures and statewide targets that FDOT has established. FDOT worked in collaboration with the MPOs and providers of public transportation to establish these statewide targets.

Safety: Florida shares the national traffic safety vision “Toward Zero Deaths,” and formally adopted its own version of the national vision, “Driving Down Fatalities,” in 2012. FDOT and its traffic safety partners are committed to eliminating fatalities and reducing serious injuries with the understanding that the death of any person is unacceptable and based on that, zero is our target for all the safety performance measures.

Pavement Condition: The pavement condition performance measures assess pavement conditions based on international roughness index (IRI), cracking, rutting (for asphalt pavements) and faulting (for jointed concrete pavements). For asphalt and jointed concrete pavements, a 0.1-mile segment is considered in good condition if all three metrics are rated Good; if two or more metrics are considered poor, the condition is Poor. The federal rule requires a new methodology be used to measure rut depth and cracking that has not been historically used by FDOT. In consideration of the differences in the data collection requirements used by FDOT and those mandated by the rule, as well as other unknowns associated with the new required processes, the following initial 2 and 4-year targets were established.

Bridge Condition: The bridge condition performance measures for the percent of deck area classified as Good and Poor is determined using National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by the lowest rating of these items using a scale of 1 to 9. If the NBI rating is 4 to 1, the bridge is classified as Poor; NBI rating 7 to 9, the bridge is Good. Bridges rated below 7 but above 4 are classified Fair; however, there is no related FHWA performance measure associated with that rating. Considering the differences in criteria, the following initial 2 and 4-year targets were established.

System Performance: The travel time reliability metric is calculated for each segment of the National Highway System (NHS), weighted by volume and occupancy. Data are collected in 15-minute segments during four total time periods and is reported as the “percent of reliable person-miles traveled.” The segment is considered reliable if the reliability ratio is below 1.50 during all time periods. Freight movement is assessed by calculating truck travel time reliability ratio using data from five total time periods. The higher the ratio value, the less reliable the segment.

STATE GUIDANCE

As required by the federal rules, once the targets have been established, FDOT includes a narrative in the Florida Transportation Plan (FTP) and State Transportation Improvement Program (STIP) describing the measures and targets as well as explaining how the program of projects in the STIP contribute to the achievement of those targets. Similarly, the MPO’s must do the same thing in their Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP).

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. The plan was created by, and provides direction to, FDOT and all organizations that are involved in planning and managing Florida's transportation system, including statewide, regional, and local partners. This includes the Hernando/Citrus MPO. The FTP Policy Element is Florida's long-range transportation plan as required by both state and federal law and this element points toward a future transportation system that embraces all modes of travel, innovation, and change.

MPOs are required to address the goals included in the FTP. These goals include the following:

- **Safety and security** for residents, visitors, and businesses
- Transportation solutions that support Florida's global **economic competitiveness**
- Agile, **resilient**, and quality infrastructure
- Transportation solutions that support **quality places** to live, learn, work, and play
- **Efficient and reliable** mobility for people and freight
- Transportation solutions that enhance Florida's **environment and conserve energy**
- More **transportation choices** for people and freight

MPOs must also incorporate any performance targets which may be included in the Statewide Freight Plan and Asset Management Plan. Current guidance from FDOT indicates that no additional performance targets will be included in these plans.

LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community. Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be consistent:

- The Florida Transportation Plan
- FDOT Strategic Highway Safety Plan
- Comprehensive Plans for Hernando and Citrus counties
- Hernando Citrus MPO Public Participation Plan (PPP)
- Hernando Citrus MPO Transportation Improvement Program (TIP)
- Hernando Citrus MPO Congestion Management Process (CMP)

Hernando/Citrus MPO Performance Targets

The FDOT is required to establish statewide targets for the required performance measures and MPOs have the option to support the statewide targets or adopt their own. Based on this information the Hernando/Citrus MPO has adopted the following transportation performance measure targets. Local Transit Agencies must also adopt performance targets in their Transit Asset Management Plan (TAM) and the MPO must consider including the TAM targets in the LRTP and TIP updates.

SAFETY PERFORMANCE TARGETS (PM1)

On September 18, 2018, the MPO adopted Resolution 2018-10 to reestablish the Safety Performance Measures adopted in Resolution 2018-01, a 5% reduction based on a five-year rolling average for the safety performance measures listed as its 2018 safety targets:

- Fatalities;
- Serious Injuries;
- Nonmotorized Fatalities and Serious Injuries;
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT); and
- Rate of Serious Injuries per 100 Million VMT.

The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide interim performance measures toward that zero deaths vision. The MPO acknowledges FDOT statewide HSIP interim safety performance measures and FDOT's 2018 safety targets, which set the target at "0" for each performance measure to reflect the Department's goal of zero deaths. However, the MPO is setting its safety performance targets based upon data collected within the MPO planning area for previous years related to safety performance measures. The 2019 targets are documented in the MPO Resolution 2019-01 (planned for adoption February 19, 2019) and stated in **Table 2-3** as:

Table 2-3: Hernando/Citrus MPO Safety Performance Measures and Targets

Performance Measure	2-year	4-year
	Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2020)	Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2022)
Fatalities	51.3	46.3
Serious Injuries	458.28	413.6
Nonmotorized Fatalities and Serious Injuries	40.66	36.7
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	1.46	1.32
Rate of Serious Injuries per 100 Million VMT	13.10	11.82

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Bridge and Pavement Condition Performance Targets. System preservation “Bridge and Pavement Condition” targets to assess the condition of the pavements and bridges on the National Highway System (NHS) became effective at the state level May 20, 2018. These performance measures and targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The current and future Bridge and Pavement Condition Targets are in **Table 2-4**.

Table 2-4: Hernando/Citrus MPO Bridge and Pavement Condition Targets

Performance Measure	2-year	4-year
	Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2020)	Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2022)
Percent of Interstate pavements in good condition	Not required	60%
Percent of Interstate pavements in poor condition	Not required	5%
Percent of non-Interstate NHS pavements in good condition	40%	40%
Percent of non-Interstate NHS pavements in poor condition	5%	5%
Percent of NHS bridges by deck area in good condition	50%	50%
Percent of NHS bridges by deck area in poor condition	10%	10%

Federal rules require state DOTs and MPOs to set bridge and pavement performance targets and monitor progress towards achieving the targets. States must set four-year statewide targets for the percent of interstate pavements in good and poor condition; two-year and four-year targets for the percent of non-Interstate NHS pavements in good and poor condition; and two-year and four-year targets for the percent of NHS bridges by deck area in good and poor condition. MPOs must set four-year targets for all six measures.

SYSTEM PERFORMANCE TARGET (TRAVEL TIME RELIABILITY) (PM3)

On September 18, 2018, the MPO adopted Resolution 2018-10 to support the FDOT Performance Targets. These performance measures and targets only apply to the National Highway System which includes the Interstate Highway System and typically the Principal Arterials. The PM3 requirements also included rules to address the Congestion Mitigation and Air Quality Improvement Program (CMAQ). These CMAQ rules do not apply to the Hernando/Citrus MPO since the planning area is not designated as nonattainment or a maintenance area for air quality.

Federal rules require MPOs to establish four-year performance targets for the Level of Travel Time Reliability (LOTTR) and Truck Travel Time Reliability (TTTR) performance measures. The measurement of these performance measures is summarized in **Table 2-5**.

LOTTR MEASURES

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, between the hours of 6 a.m. and 8 p.m. each day. The measures are expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR MEASURE

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or MPO planning area to determine the TTTR index.

Table 2-5: Hernando/Citrus MPO System Performance (Travel Time Reliability) Targets

Performance Measure	2-year	4-year
	Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2020)	Hernando/Citrus MPO Target (Jan 1, 2019 to Dec 31, 2022)
Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	75%	70%
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Not Required	50%
Truck travel time reliability (TTTR)	1.75	2.00

TRANSIT ASSET MANAGEMENT TARGETS (TAM)

The Transit Asset Management rule from the Federal Transit Administration (FTA) became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule introduces three key requirements: 1) new State of Good Repair (SGR) performance measures and targets, 2) revised National Transit Database (NTD) reporting requirements, and 3) new Transit Asset Management (TAM) Plan. MPOs are encouraged to incorporate Transit Asset Measures and targets in the LRTP and TIP through a process that includes a written agreement between the transit providers, the MPO, and FDOT.

“State of good repair” is defined as the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

1. Is able to perform its designed function.
2. Does not pose a known unacceptable safety risk.
3. Its lifecycle investments have been met or recovered.

Hernando County – TheBus

TheBus is a TAM Tier II transit agency operated by the Hernando County Board of County Commissioners in Hernando County, Florida. The Hernando County transit system consists of four (4) fixed-routes with ADA complementary service. One of the four routes connect with Pasco County to the south for a regional corridor connection to the Pasco-Hernando State College. The MPO adopted the performance targets and measures identified in TheBus Asset Management Plan for the MPO’s planning process (Resolution 2018-10, September 18, 2018).

Citrus County – Citrus County Transit

Citrus County Transit is a TAM Tier II transit agency, which operates two different lines of transit with 30 vehicles traveling an average of nearly 7,000 miles per month. Orange Line Bus generally operates as a fixed-route bus service, offering off-route pick-ups with prior rider-requested coordination. Transit Bus operates as a by-request door-to-door transportation service, available to all riders. The MPO adopted the performance targets and measures identified in the Citrus County Asset Management Plan for Citrus Transit for the MPO’s planning process (Resolution 2018-10, September 18, 2018).

Summary of Adopted Transit Asset Management Targets

The transit asset management performance targets and measures for all of the Hernando Citrus MPO are listed in **Table 2-6**.

Table 2-6: Performance Targets & Measures (MPO Total)

Asset Category	Performance Measure
Revenue Vehicles	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

Tables 2-7 through 2-12 on the following pages show the specific goals associated with each of the Hernando/Citrus MPO 2045 LRTP Goals.

Table 2-7: Goal 1 – ECONOMY
Support economic development in the two counties.

Objective	Performance Measure	Target
Improved access and connections to port, rail, and airport facilities.	Lane miles of projects that improve access and connections to the port, rail, and airport facilities	Maintain/Increase
Support economic development in specific geographic areas (Brooksville CBD, Brooksville-Tampa Bay Regional Airport, I-75/SR-50 Planned Development District, CR 491 in Citrus County)	Maintain LOS on corridors providing access to these areas.	Maintain/Increase
	Projects identified and funded to improve access to targeted growth areas.	Maintain/Increase
Ensure that regional and local markets are adequately served by the transportation system.	Number of regional transit routes	Maintain/Increase
	Are regional and local markets served by the identified projects?	Yes/No
Identify transportation issues regarding Hernando and Citrus counties' Activity Centers and targeted multimodal corridors within the community and identify measures for preserving and enhancing the commercial and social integrity of these areas.	Are transportation issues in Hernando/Citrus County Activity Centers and Activity Corridors identified?	Yes/No
	Are methods to preserve and enhance Activity Centers and Multimodal Corridors identified in the plan?	Yes/No
Identify and provide for special land use needs within the Suncoast Parkway Corridor, especially at interchange areas.	Does the plan identify special land use need within the Suncoast Parkway Corridor?	Yes/No

Table 2-8: Goal 2 – SAFETY
Increase safety of the counties' transportation system.

Objective	Performance Measure	Target
Consistency with FDOT Strategic Highway Safety Plan (SHSP)	Is the plan consistent with the Strategic Highway Safety Plan and Safety Emphasis Areas?	Yes/No
	<i>Number of fatalities</i>	<i>Meet SHSP Standards</i>
	<i>Rate of fatalities</i>	<i>Yes/No</i>
	<i>Number of serious injuries</i>	<i>Meet SHSP Standards</i>
	<i>Rate of serious injuries</i>	<i>Increase</i>
	<i>Number of non-motorized fatalities and non-motorized serious injuries</i>	<i>Yes/No</i>
	Does the plan use crash data to prioritize projects in CMP and LRTP?	Yes/No
Encourage transportation investments and policies that result in a higher level of personal security for pedestrians, cyclists, motorists and users of transit.	Are security plans considered for intermodal facilities, including for seaport, airport, rail, etc?	Yes/No

Orange text refers to Performance Measures that are identified by the FAST Act

Table 2-9: Goal 3 – MOBILITY
Provide for mobility needs of the community.

Objective	Performance Measure	Target
Provide for the transportation needs of older adults, persons with disabilities, and low-income population of Hernando and Citrus counties and ensure the facilities are designed in such a manner as to not impair their use by these populations.	% of low-income population and older adults within ¼ mile of bus stops	Maintain/Increase
	% service area coverage	Maintain/Increase
Use other forms of transportation to reduce the demand for highway usage on congested facilities	% of congested roads with transit	Maintain/Increase
	Miles of bicycle/sidewalk facilities on congested facilities	Maintain/Increase
Address and promote alternative forms of transportation such as mass transit, high occupancy toll (HOT), ridesharing, and other techniques when developing operational management strategies to increase the efficiency of traffic flow and increase vehicle occupancy rate.	Are alternative modes of transportation considered when developing operational management strategies?	Yes/No
Ensure that existing bicycle and pedestrian systems are enhanced and protected and provide for the safety of their users.	% of major road network with bicycle facilities	Maintain/Increase
	% of major road network with sidewalk facilities	Maintain/Increase
Identify projects in corridors that allow high density and intensity land uses to be served by public transit.	Include map identifying potential high transit ridership areas?	Yes/No
Fund provision of mobility services to transportation disadvantaged where fixed route public transportation is not available.	% of major road network serviced by transit	Maintain/Increase
Include provisions for non-motorized modes in new projects and in reconstructions.	Do roadway projects include bicycle/pedestrian facilities consistent with local policies?	Yes/No
	Are operations and maintenance costs included in the identified projects?	Yes/No

Objective	Performance Measure	Target
Where effective, consider transportation demand and systems management strategies to reduce the demand for or delay the need for major improvements to the transportation system.	Does the plan include TDM strategies?	Yes/No
Identify corridors that provide for the interconnection of urbanized areas through a well-developed network of roadways.	Does the plan identify corridors that connect the urbanized areas?	Yes/No
	LOS/Centerline miles of uncongested corridors providing access to activity centers.	Maintain/Increase
	%VMT on roadways connecting major activity centers.	Maintain
Provide travel time reliability on the National Highway System	Percent of person-miles on the Interstate system that are reliable—Level of Travel Time Reliability (Interstate LOTTR)	Maintain/Increase
	Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	Maintain/Increase
Review and document emergency evacuation routes	Does the plan identify evacuation routes?	Yes/No
	Does the plan consider projects that maintain or enhance evacuation routes?	Yes/No
	Total lane miles of evacuation routes	Maintain/Increase
	Is an evacuation plan in place?	Yes/No

Orange text refers to Performance Measures that are identified by the FAST Act

*Table 2-10: Goal 4 – SUSTAINABILITY
Maintain the existing transportation system*

Objective	Performance Measure	Target
Accommodate the safe and efficient movement of goods via highway, airport, port, and rail systems.	% of roadway miles of projects on existing corridors vs. new corridors.	Maintain/Reduce
	% VMT below adopted standard on roads designated as truck routes	Maintain/Reduce
	Average weighted volume-to-capacity ratio on roads designated as truck routes	Maintain/Reduce
	% VMT below adopted standard on roads designated as access routes to intermodal facilities	Maintain/Reduce
	Average weighted volume-to-capacity ratio on roads designated as access routes to intermodal facilities	Maintain/Reduce
	Does the plan consider freight specific infrastructure improvements/programs?	Yes/No
	Does the plan identify and improve high crash truck route corridors?	Yes/No
	<i>Freight travel time reliability</i>	<i>Maintain/Reduce</i>
	Truck miles traveled	Maintain
	% truck miles severely congested (V/C > 1.2)*	Decrease

Orange text refers to Performance Measures that are identified by the FAST Act

** Not available at the county level*

Table 2-11: Goal 5 – LIVABILITY

Preserve, and where possible, enhance social, cultural, physical and natural environmental values.

Objective	Performance Measure	Target
Sensitivity to preserving the quality of the environment and in responding to air quality and energy conservation consistent with required federal regulations.	% miles severely congested	Maintain/Reduce
Constrain the development of highway facilities within corridors that are scenic in nature and, when appropriate, apply "parkway" treatments that enhance the overall social and aesthetic values to the community.	Scenic highway facility miles of roadway network	Maintain
Minimize disruption to established communities, activity centers, redevelopment areas, and infill areas.	Does the plan minimize impacts on established neighborhoods?	Yes/No
	Miles of designated evacuation routes	Maintain/Increase
	Has an analysis been done to determine if planned projects disproportionately impact low-income, minority, and older-adult populations?	Yes/No
	Does the plan include mitigation strategies on projects that impact the environment and the low-income, minority, and older-adult populations?	Yes/No
Identify routes that avoid or minimize impacts to the community.		
Consider Context Classification in the design and operation of major transportation facilities.	Does the plan preserve the character of surrounding areas and corridors?	Yes/No

Table 2-12: Goal 6 – SYSTEM PRESERVATION
Preserve and maintain transportation infrastructure and transit assets

Objective	Performance Measure	Target
Maintain pavement conditions	Percent of Interstate pavements in good condition	Maintain/Increase
	Percent of Interstate pavements in poor condition	Maintain/Decrease
	Percent of non-Interstate NHS pavements in good condition	Maintain/Increase
	Percent of non-Interstate NHS pavements in poor condition	Maintain/Decrease
Maintain Bridge Condition	Percent of NHS bridges by deck area in good condition	Maintain/Increase
	Percent of NHS bridges by deck area in poor condition	Maintain/Decrease
Maintain Transit Infrastructure and Rolling Stock	Does the plan minimize impacts on established neighborhoods?	Yes/No

Orange text refers to Performance Measures that are identified by the FAST Act